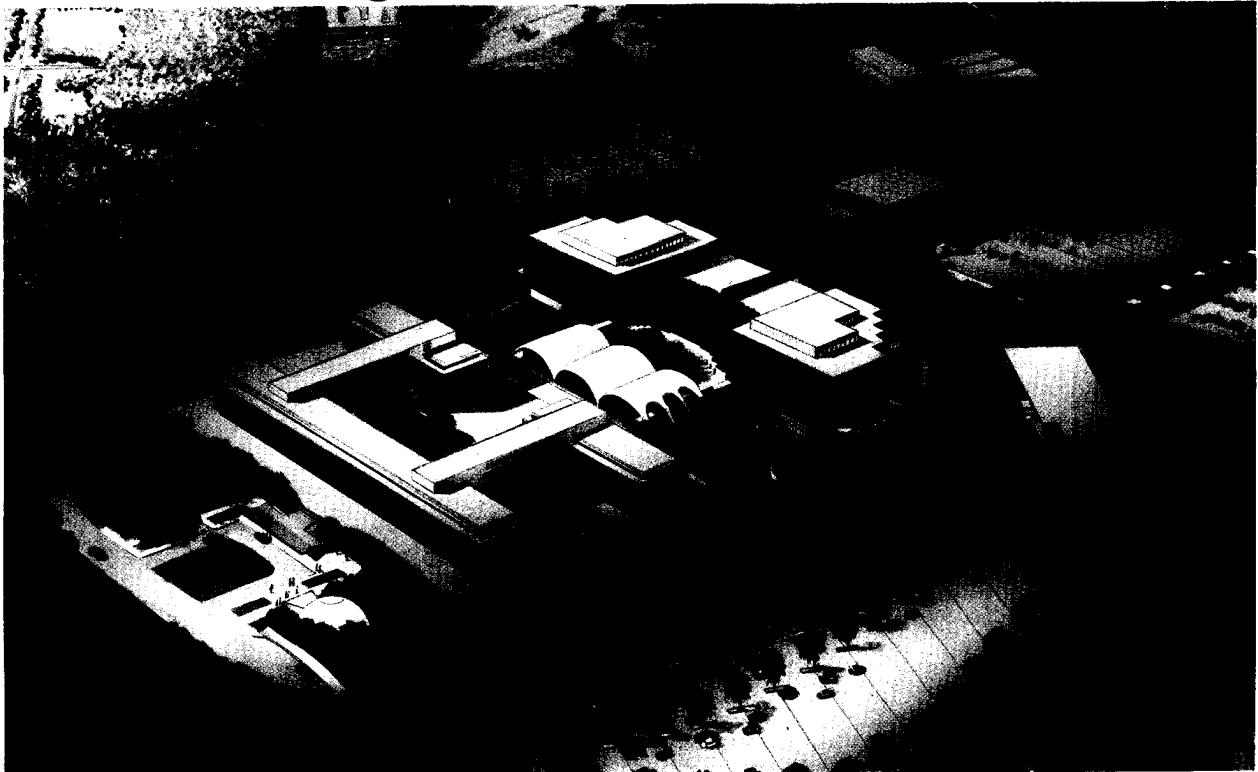


Sanitized Copy Approved for Release 2011/08/23 : CIA-RDP89-00244R001403260059-7

CIA HEADQUARTERS BUILDING EXPANSION



ROUTES 123 & 193 ROAD IMPROVEMENTS

Public Briefing — Langley High School — 7:30 p.m., 8 May 1985

Sanitized Copy Approved for Release 2011/08/23 : CIA-RDP89-00244R001403260059-7

For approximately two decades, the Central Intelligence Agency's headquarters has been located on a wooded site in Langley, Virginia, outside Washington, D.C. The focal point of the site, which covers approximately 213 acres, is the headquarters office building. This structure is served by parking areas and three small outlying buildings housing a printing plant, a motor pool garage and a power plant. The site includes an internal road network and a small recreational area.

When the headquarters building was completed in 1962, some of the Agency personnel could not be accommodated due to funding constraints. Those employees not accommodated have remained in other buildings in the Metropolitan Washington area. In addition, over the years, personnel have moved from the Headquarters building to other buildings in order to provide space for automatic data processing equipment. The Agency is now expanding the Langley Headquarters to consolidate its personnel and functions thereby realizing significant cost and operational benefits.

The Central Intelligence Agency (CIA) is developing traffic management strategies, including work shift realignments, which are intended to maintain rush hour arrivals and departures at their current levels. However, the CIA expansion will cause an overall increase in the traffic entering and leaving the site on a daily basis. An evaluation was undertaken to identify roadway improvements which would be most effective in accommodating increased traffic volumes attributable to the current expansion program at the CIA Headquarters. The study scope was defined on October 19, 1983 in the Memorandum of Agreement between the Agency and the Virginia Department of Highways and Transportation (VDH&T) who contracted with Dewberry & Davis and JHK & Associates to perform the study.

A public participation program has been an integral element of the study process. This program has afforded a formal opportunity for citizen groups and representatives of several public agencies to monitor progress and participate in the decision-making process. The CIA Traffic Advisory Committee (TAC) consists of representation from the following:

1. McLean Citizens Association
2. Ad Hoc Committee for Traffic To/From CIA (represents the Clearview Manor, Country Day School, Downcrest, Evermay, Langley Oaks, Lynwood Communities)
3. Virginia Department of Highways and Transportation (VDH&T)
4. National Park Service, George Washington Memorial Parkway
5. National Capital Planning Commission
6. Fairfax County
7. Central Intelligence Agency
8. Representation from Offices of Elected Local, State and Federal Officials

Based on the findings of the traffic impact analyses, a number of alternatives were developed. The objective was to establish a range of road improvements capable of providing acceptable traffic service under future conditions. Alternatives varied from very modest operational improvements to more extensive reconstruction of specific intersections. Technical memoranda presented a description of the alternatives which were feasible, defined the engineering, economic, and social characteristics of each, and indicated the manner in which each had the potential for satisfying the forecast traffic loads.

After the publication and distribution of the technical memoranda described above, meetings were held with the CIA TAC to obtain members' views of the study's findings. The objective was to identify those alternatives which were viable candidates for implementation.

During the past eighteen months the CIA TAC met regularly to determine an arrangement at CIA that would be agreeable to the various citizen groups, the CIA and the VDH&T. An Environmental Assessment was made for two of the alternatives and based on its results, citizen input, and various Agency feedback, the alternative shown in this brochure was selected.

The road improvements for Route 123 at the CIA entrance is characterized by upgraded intersection design features which includes multiple turning lanes where needed and improved horizontal and vertical alignment. Locations where dual turn lanes would be provided include entering and exiting the CIA entrance from the west and the left and right turn connections between Route 193 and Route 123. All existing intersections currently providing separate turn lanes would be retained. Additionally, it would become possible to go directly between Potomac School Road and Route 193 without making the circuitous U-turn movement presently required. Traffic signals would be located at the Route 123/CIA entrance and at the intersection of Route 193/Potomac School Road and Route 123.

It should be noted that VDH&T believes that unless CIA maintains its peak hour arrivals and departures at their current levels, that an additional traffic lane in each direction would be needed on Route 123 between Potomac School Road and Merchants Lane. That connection the Agency and the State of Virginia have entered into an agreement which stipulates that the CIA will initiate traffic management strategies designed to maintain peak hour arrivals and departures at their current levels. If it can be demonstrated that the Agency's traffic management strategies have failed and that traffic has increased as a result, funding will be provided by CIA to complement additional improvements.

The CIA expansion program also includes improvements to Route 495 and the George Washington Memorial Parkway (GWMP). The Route 495 improvements involve providing easier access to the GWMP from the northbound Beltway. CIA has requested funds for this project. The GWMP will be improved by the construction of a 1,000 foot long acceleration lane running westbound from CIA's Parkway exit ramp. This will substantially reduce the rush hour traffic build-up on that ramp, but more importantly, it will significantly improve the safety characteristics of this currently substandard merge area. The construction of the acceleration lane is scheduled for completion this coming summer.

Although not directly connected with the CIA expansion initiative, the CIA TAC has expressed support of the proposed safety improvements at the intersection of Route 193 and Langley Fork and construction of an earth berm along the west side of Route 193 at its approach to Route 123 opposite Potomac School Road. Additionally, the Agency is committed to establishing policies designed to discourage its employees from parking in the neighborhoods adjacent to Headquarters, and it will direct all expected visitors to the GWMP entrance to reduce off peak access to CIA via Route 123.

The CIA TAC will continue to meet during the design stage of this project and they will review design activity at the 25%, 60% and 90% complete stage to ensure that citizen's concerns continue to be addressed. In addition, every effort will be made to keep the project on track and have the construction completed prior to occupancy scheduled for the summer of 1987.

Sanitized Copy Approved for Release 2011/08/23 : CIA-RDP89-00244R001403260059-7

CIA Traffic Advisory Committee

Name	Representing
Gloria A. Adams	President, McLean Citizens Association
Lilla D. Richards	Chairwoman, Transportation Committee, McLean Citizens Association
Kent A. Maxfield	Representative, Ad Hoc Committee
Patricia Blood	Alternate, Ad Hoc Committee
John E. Byrne	Superintendent, George Washington Memorial Parkway
Donald Bozarth	Representative, National Capital Planning Commission
S. R. Conley	Project Management, Virginia Department of Highways and Transportation
David Gehr	Division Administrator for Northern Virginia Department of Highways and Transportation
H. M. Shaver, Jr.	State Location & Design Engineer, Virginia Department of Highways and Transportation
Joan DuBois, Assistant to Nancy Falck	Supervisor, Fairfax County
Shiva K. Pant	Director, Office of Transportation, Fairfax County
Nancy Bennett	Assistant to Congressman Frank R. Wolf
Robert Andrews	Delegate for Fairfax County
Clive DuVal	State Senator
John P. Fowler, II, PE	Dewberry & Davis
	Chairman, CIA Traffic Advisory Committee, Central Intelligence Agency

STAT